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[23]

BIRTHS

At 4, Knutsford Terrace, Kowloon, on
18th April, to Mr. and Mrs. FARRERICK
J. GILL, a daughter (Maureen). [589]

On Sunday, 21st April, at Richmond
House, Barker Road, Hongkong, to Mr.
and Mrs. H. G. WHITE, a son. [601]

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 22ND, 1912.

The perplexing economic questions which surround modern industrial development must often have raised a desire in the minds of enquirers that they could live again a thousand years hence just to see what man has done with his industrial problems. It may be said that a thousand years hence mankind will still be confronting problems, and this is no doubt true, for with no questions to solve the existence of the human race will be approaching its end. But the problems of a thousand years hence will be different from those of to-day, and our interest is in present day questions. To what end is the social organisation of mankind taking form? It is even difficult to say whether there is an end, for although certain social insects seem to have reached a stationary state, our knowledge of their conditions of life is of so comparatively short a period that it is difficult to say whether they also are not still undergoing development. In the case of mankind, it seems safe to say that the old *laissez faire* policy has been abandoned—whether temporarily or permanently remains to be seen—and attempts are being made to construct something to take its place. Mankind is no longer content to sit down and leave things to work themselves out. In some respects this new spirit is the result of the investigations of science, more especially biology. The labours of such scientists as DARWIN have shown us how beautifully means can be adopted to ends—how the tendency towards endless variation—a tendency for which there is as yet no explanation—and the survival of the fittest among the varieties can produce marvellous adaptations of life to life, of insect to flowers, of parasite to prey. But there is another side to the picture which has struck the

terrible cost at which this result is produced. Those who speak of the struggle for existence very often confuse it with the preying of animal on animal which is one of the conditions of life. This, however, plays but a minor part. The real struggle for existence is internal. Nature produces lavishly. She flings a million seeds to the wind, content if but a hundred find a resting place where they can live. She produces myriads of delicate automata only to sweep them away again. It is only lately that man has become acquainted with the strange creatures that once shared the world with him. Now all that survives are a few bones. Organisations that must have taken tens of thousands of years to evolve have all perished and puny man has survived. It would almost seem like an experiment in size, with the minutest insects at one end of the scale and the giant mastodon at the other. The minutest form flourished and continued to flourish, their capacity being so small that the yield of the earth is comparatively plentiful. They have even developed social organisations which present strange resemblances to the social organisation of man. But the very development of such organisations show that there too there is a struggle for existence; that the conditions which have led the bee to become a storer of honey are similar to those which have led mankind to communal production, division of labour and governmental control. Man is not removed outside those influences; nor can he escape them; but it would seem as if modern development lay in the way of so utilising them as to avoid the destruction and misery they inevitably entail if left uncontrolled. Huxley once contended that man's future progress was anti-evolutionary, that his development to higher things lay in opposition to the forces which had raised him up above other animals. He drew a parallel between modern civilisation and a well cultivated flower-garden. If the garden were abandoned, the weeds unchecked, and the primal powers of Nature allowed full play, the varieties developed by the gardener's art would stand no chance in the struggle for existence against the hardy growths which were constantly being passed through a strenuous ordeal until they had reached a condition which permitted survival under circumstances fatal to cultivated varieties. The answer seems to be that man is not reversing Nature's process, but hastening it, turning it, utilising it. Without the law of the survival of the fittest, the horticulturist would not be able to go on producing varieties of beautiful flowers, nor the fruit-grower enable to increase the size and the lucidness of his fruits. There is no profounder utterance in SHAKESPEARE than that he put into the mouth of Polonius in "The Winter's Tale":—"Nature is made better by no mean; But Nature makes that mean; so over that That Nature makes."

Art thus forms a continuation of Nature, dependent on the same laws; swayed by the same conditions. The production of a strong, virile race does not depend upon a rejection of the law of the survival of the fittest; that law has worked in the past in the development of mankind and will continue to work in the future. Modern ideas, however, seek to prevent the production of the unfit and thus avoid the pain and suffering which their elimination involves. By improving the sanitary conditions, spreading a knowledge of hygiene, conquering disease and practising physical culture, man seeks to produce conditions whereby those coming into the world may at least escape being an infliction on themselves and their fellows. Man cannot prevent the endless variation which seems to be one of the laws of progress, but he can check the production of worthless types. Can the same principle be applied to social organization? Can the misery caused by the periodical dislocations of industrialism due to changing conditions or to failure of those concerned to keep pace with the times, not be averted by a similar utilization of natural laws? It is towards some such end that mankind is at present groping its way, and one is forced to admit that it is not altogether outside the bounds of possibility that he will succeed in reaching that end, or at least getting sufficiently near it as to prevent such stoppages of industry as have lately been witnessed in Great Britain. At the same time it has to be admitted that the path is full of difficulties, and that as yet there is but little agreement as to how they are to be surmounted. A large army of industrial workers has been created, who practically form co-operative organisations with the capitalists. The main cause of disagreement is the division of the profits. To interfere with the capitalists' right to obtain what profit they can on their capital is to take away the incentive to accumulate capital, and as the prosperity of a country largely depends upon its accumulated capital, this would be a fatal step. What is the way out? Socialism has one way, syndicalism (the latest remedy) another, individualism another, while there are numerous private paths, to which their owners are all ready to vouch. At present therefore all measures taken are tentative and spasmodic. There is a tendency to allow matters to come to a crisis before taking action, and then to pass hasty measures without considering their indirect effects on the situation.

"Random Reflections" are held over until to-morrow.

The s.s. *Minnesota* arrived yesterday with a record cargo of flour.

Lieut. C. V. S. Skrimshire, R.G.A., has been seconded for service as Staff Officer of the Hongkong Volunteer Corps.

New regulations relating to native craft, issued under the Merchant Shipping Ordinance, are published in the *Gazette*.

Four lots of Crown land are advertised to be sold by auction this afternoon by the Director of Public Works and two lots on Monday next.

It is notified in the *Gazette* that St. Mary's Church, at Causeway Bay, has been added to the list of places licensed for the solemnisation of marriages.

Mr. Chan Kai Ming's appointment as a member of the Sanitary Board, for a term of three years, in the room of Mr. Lau Chu Pak, whose term of service has expired, is gazetted.

Two men were at the Magistracy on Saturday charged with being in possession of 105 tins of opium while on board the s.s. *Prins Waldemar* without having an export permit. They were fined \$500 each, or three months' imprisonment, the opium being confiscated.

The death occurred on Saturday of Mr. A. J. V. Ribeiro, a very old and respected member of the Portuguese community. The late Mr. Ribeiro was over 40 years in the employ of Messrs. Jardine, Matheson and Co., and retired from active business life a few years ago. He leaves a widow and eight sons to mourn his loss.

General Sir R. S. Baden Powell inspected members of the Boys' Brigade of Hongkong at Government House early on Friday morning, the lads, numbering about 30, having marched from the Ferry wharf to Government House headed by their band. There they went through various movements and gymnastic exercises, after which they were briefly addressed by the Chief Scout, who dealt more particularly with the object of the Boy Scout movement. He gave helpful advice to the lads whose gymnastic work he praised. Breakfast was afterwards partaken of. The officers on parade were Captain the Rev. H. O. Spink, Senior Lieut. Crowther Smith and Lieutenants Wilkie and Bailton.

A visitor to Hongkong, presumably a recent one, gives some impressions to the *Westminster Gazette*. The first one was that it is a city of the dead. It seems the effect was produced by the wide verandahs to all the houses, so that at a distance no windows are seen, and all the buildings look like huge skulls with empty sockets where the eyes should be. To the visitor the feeling was heightened when he arrived at the Peak Hotel, and found all the "boys" clad in long white robes, which with their lean, cadaverous, brown faces, and shaven polls suggested a phalanx of the resurrection—not altogether a pleasant one. At the office a different thought occurred on seeing the typists and clerks in their short white jackets, their tight pants, and large, dome-like foreheads. They were exactly like the music-hall comedian Wilkie Bard, and one almost expected them to urge you to sing the chorus of "She sells sea shells on the seashore."

Art thus forms a continuation of Nature, dependent on the same laws; swayed by the same conditions. The production of a strong, virile race does not depend upon a rejection of the law of the survival of the fittest; that law has worked in the past in the development of mankind and will continue to work in the future. Modern ideas, however, seek to prevent the production of the unfit and thus avoid the pain and suffering which their elimination involves. By improving the sanitary conditions, spreading a knowledge of hygiene, conquering disease and practising physical culture, man seeks to produce conditions whereby those coming into the world may at least escape being an infliction on themselves and their fellows. Man cannot prevent the endless variation which seems to be one of the laws of progress, but he can check the production of worthless types. Can the same principle be applied to social organization? Can the misery caused by the periodical dislocations of industrialism due to changing conditions or to failure of those concerned to keep pace with the times, not be averted by a similar utilization of natural laws? It is towards some such end that mankind is at present groping its way, and one is forced to admit that it is not altogether outside the bounds of possibility that he will succeed in reaching that end, or at least getting sufficiently near it as to prevent such stoppages of industry as have lately been witnessed in Great Britain. At the same time it has to be admitted that the path is full of difficulties, and that as yet there is but little agreement as to how they are to be surmounted. A large army of industrial workers has been created, who practically form co-operative organisations with the capitalists. The main cause of disagreement is the division of the profits. To interfere with the capitalists' right to obtain what profit they can on their capital is to take away the incentive to accumulate capital, and as the prosperity of a country largely depends upon its accumulated capital, this would be a fatal step. What is the way out? Socialism has one way, syndicalism (the latest remedy) another, individualism another, while there are numerous private paths, to which their owners are all ready to vouch. At present therefore all measures taken are tentative and spasmodic. There is a tendency to allow matters to come to a crisis before taking action, and then to pass hasty measures without considering their indirect effects on the situation.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 22ND, 1912.

The perplexing economic questions which surround modern industrial development must often have raised a desire in the minds of enquirers that they could live again a thousand years hence just to see what man has done with his industrial problems. It may be said that a thousand years hence mankind will still be confronting problems, and this is no doubt true, for with no questions to solve the existence of the human race will be approaching its end. But the problems of a thousand years hence will be different from those of to-day, and our interest is in present day questions. To what end is the social organisation of mankind taking form? It is even difficult to say whether there is an end, for although certain social insects seem to have reached a stationary state, our knowledge of their conditions of life is of so comparatively short a period that it is difficult to say whether they also are not still undergoing development. In the case of mankind, it seems safe to say that the old *laissez faire* policy has been abandoned—whether temporarily or permanently remains to be seen—and attempts are being made to construct something to take its place. Mankind is no longer content to sit down and leave things to work themselves out. In some respects this new spirit is the result of the investigations of science, more especially biology. The labours of such scientists as DARWIN have shown us how beautifully means can be adopted to ends—how the tendency towards endless variation—a tendency for which there is as yet no explanation—and the survival of the fittest among the varieties can produce marvellous adaptations of life to life, of insect to flowers, of parasite to prey. But there is another side to the picture which has struck the

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURCO-ITALIAN WAR.

THE DARDANELLES CLOSED.

LONDON, April 20th.

In the House of Commons, Mr. Acland, Under Secretary for Foreign Affairs, said he fully appreciated the seriousness of closing the Dardanelles to British shipping, and he would immediately endeavour to secure information as to whether mines were adrift in the open sea.

Reuter's correspondent in Rome wires that the Italian Fleet did not intend attacking and forcing the Dardanelles, nor had they the intention of landing. They merely hoped to induce the Turkish Fleet to come out and fight, and eventually after two hours' cannonade with the forts, they sheered off having meanwhile cut several submarine cables.

Turkey notifies the release of a chain of floating mines, and consequently navigation in the Dardanelles is closed.

Reuter is informed that the Italian squadron is returning to Italy, having accomplished its object.

The Italian papers suggest that it was intended to force the Turks to close the Dardanelles, and this has been brought to pass by Turkey releasing a chain of floating mines.

At Lloyd's and on the Baltic uneasiness prevails lest the closing of the Dardanelles will bring the chartering on the Black Sea to a standstill. There are 150 steamers on the other side of the Bosphorus.

DARDANELLES TO BE OPENED.

LATER.

A wire from Constantinople states that it is reported that in view of the prejudice to shipping, the Government has decided to re-open the Dardanelles.

FRANCE IN MOROCCO.

LONDON, April 21st.

A Paris telegram states that it is officially announced that the French have recaptured the rebel position at Fez, after heavy fighting.

HUNGARIAN POLITICS.

LONDON, April 20th.

The Hungarian Finance Minister, Lukacs, is forming a new Cabinet.

THE STRIKE IN SIBERIA.

STRIKERS FIRED UPON.

LONDON, April 21st.

A telegram from St. Petersburg states that volleys were fired by the troops on the 18th inst., decimating the workmen. The casualties were, 150 killed and 250 wounded. It is alleged that wounded men were shot while crawling to shelter. The matter, which will be brought up in the Duma, is arousing universal indignation. The men have telegraphed asking for a full investigation. The commander of the troops has asked for reinforcements and the declaration of martial law.

ANOTHER BYE-ELECTION.

LONDON, April 20th.

The bye-election at East Nottingham, caused by the retirement of Captain J. A. Morrison, Conservative, who was returned at the General Election by a majority of 1,470, has resulted as follows:—

Mr. Rees, Unionist 6492
Mr. Dobson, Liberal 5168

Unionist Majority 1324

AMATEUR CHAMPIONSHIPS.

LONDON, April 21st.

The amateur championships promoted by the Amateur Athletic Association took place on Saturday.

The seven miles walking competition resulted as follows:—

Bridge, Lancashire 1
Yates, Salford 2
Ross, Middlesex 3

Times, 52m. 4 3-5s.

The ten miles running competition resulted:—

Scott, Salford 1
Humphrey, Horne Hill 2
Tucker, Reading 3

Time, 52m. 38s.

[THROUGH REUTER'S AGENCY.]

THE TURF.

CITY AND SUBURBAN HANDICAP.

LONDON, April 19th.

The latest betting on the City and Suburban Handicap, run at Epsom on Wednesday next, is as follows:—11 to 2 against Mushroom, 7 to 1 against Lonsdale and Lance Chest, 10 to 1 against The Story, Ultimatus and Eton Boy, 100 to 7 against Moscato, and 100 to 8 against Saint Nat.

Sir Martin was scratched at 11.30 a.m. to-day.

TWO THOUSAND GUINEAS.

In the Two Thousand Guineas White Star is quoted at 6 to 4 against.

THE DERBY.

The betting on the Derby, run at Epsom, on June 5th, is as follows:—3 to 1 against White Star, 9 to 2 against Lomond, and 100 to 8 against Jingling Geordie.

ENGLISH CUP FINAL.

A DRAWN GAME.

LONDON, April 21st.

In the final for the English Cup, Bromwich West Albion and Barnsley played a drawn game at the Crystal Palace. The match was played in beautiful weather, and in the presence of 60,000 people. Bromwich were the superior, doing most of the attacking, but the Barnsley defence was sound, and the half-time scores were equal. In the second half, both sides alternately attacked, but no score was recorded.

SUPREME COURT.

Saturday, April 20th.

BEFORE THE FULL COURT, SIR F. PIGGOTT (C.J.), AND MR. H. H. J. GOMPERTZ (PUNISHMENT JUDGE).

THE EXTRADITION CASE: PRISONER DISCHARGED.

Their Lordships delivered judgment in the case in which application was made for a writ of *habeas corpus* in connection with the Vicente Sotto extradition proceedings.

The Chief Justice, in the course of a lengthy judgment, said that the depositions came to the Court from the Magistrate in a very imperfect and fragmentary condition; they were supplemented by affidavits on behalf of the prisoner, and counsel for the Crown seemed disposed, not unreasonably, to object to any further elucidation of the depositions. The Magistrate had a judicial duty to perform, and that was to take down the depositions as made by the witnesses, and it was necessary for the Court very strongly to impress on Magistrates, more especially as in this Colony some officers took up the duties for a comparatively short time, that it was absolutely essential that every word of the evidence should be taken down. With regard to the contention raised by the prisoner's counsel that the Crown had not furnished some documents of a constitutional character which were said to be essential to a full appreciation of the difficulties of the case, his Lordship said they did not express any opinion on the subject as to whether the criticisms were justifiable or not, but they thought it advisable to point out that every facility should be afforded to the prisoner and so to the Court in respect to the production of important and material documents. The Crown had no interest one way or the other except to see that the treaty with the foreign Power and the law were carried out. On the third point, his Lordship held that the Order-in-Council was not proved to the Magistrate, and this in his opinion was essential both for legal and practical reasons. Referring to the documents which had been submitted by the Philippine Government relative to the conviction of Sotto, his Lordship held that they were not authenticated according to English law. The records started with a sealed document signed by the Governor of the Philippines and ended with a sealed certificate of the Chief Justice; but in between there were a number of loose sheets which were not certified to, and consequently sheets might have been extracted and extraneous sheets might have been introduced. It was most important that every sheet should be certified. Dealing with the contention that the extradition was wanted for political reasons, his Lordship asked: Does this crime fall within the political provisions of the Treaty? A fugitive criminal was not to be surrendered if the offence in respect of which his surrender was demanded was of a political character, or if he proved that the requisition for his surrender had in fact been made with a view to try to punish him for an offence of a political character. The offence in respect of which Sotto's surrender was demanded was abduction and he had been convicted; much therefore of the clause did not apply in the case. But the fugitive said that he had been twice prosecuted for sedition, and 24 times for libel upon the conduct of Government officials, and that except once, when he

was fined, he was acquitted. He said also that he was publishing in Hongkong a paper called the *Philippine Republic*, in which he had published articles calling for the immediate establishment of the Philippine Republic. There could be no doubt that there was sufficient political atmosphere about his writings to make him a person obnoxious to the Philippine Government. Something was said about this involving a charge of *malas fides* against the Government. That question was very fully gone into in Orton's case, but for the purpose of the present case it was sufficient to say that the treaty authorised the enquiry which the prisoner had started, and the Court would have to do its best to grapple with it, and if it thought there was an ulterior motive it would have to say so. After reviewing the evidence put forward by the prisoner in support of this contention, his Lordship said it looked as if, on the face of it, that it was so; especially in view of the fact that the man had been allowed to remain here peacefully for six years; but there was no limiting the period of extradition, and the State had the same right that the ordinary individual had to enforce rights, even vindictively. In this case the Philippine Government had the right to get the man to put him into prison for his offence of abduction unless the vindictiveness was political. This being so, he hesitated to say that the case came within the clause of the Treaty. He hesitated first because the political vindictiveness was not absolutely convincing, and secondly, because there was another case which came more nearly within the words "try" or "punish." His Lordship remarked that the Court was left in the dark as to the true relations between the Philippines with the United States. Mr. Anderson's statement was not challenged, but he would point out that it had not gone far enough. The plain meaning of what it seemed to the Court that he said was challenged by the Crown as not being the plain meaning. If that plain meaning was correct then the requisition had been made by the wrong officer. If it were not the right view, they had no evidence before them to support the contention of the Crown. That evidence was indispensable. It was not a mere technicality, and the Court had no power to set aside the express terms of the law. The Philippines had been what they are for some years past, and a declaration could have been made adjusting the Extradition Treaty to the new circumstances; that it was necessary in view of the proximity of the islands to Hongkong was obvious, but the Court could not work in the dark in order to do what the Governments of the two countries had not yet done. The prisoner was therefore discharged.

Mr. Justice Gompertz said:—I agree generally with the very learned judgment just delivered, which deals so fully with every point raised in the case that, I have very little to add. But I have a few remarks to make on the contention that this requisition is made in order to punish the prisoner for a political offence. The Act contains various restrictions with regard to the surrender of fugitive criminals: the one material to the issue is—Sec. 3 (1) A fugitive criminal shall not be surrendered if the offence in respect of which his surrender is demanded is one of a political character, or if he proves to the satisfaction of the police magistrate, or the court before whom he is brought on *habeas corpus*, or to the Secretary of State, that the requisition for his surrender has in fact been made with a view to try or punish him for an offence of a political character. What are the facts of the present case? The prisoner has been convicted by a Court of First Instance in the Philippine Islands of the crime of abduction. He appealed against the conviction which was upheld by the Supreme of the Philippine Islands. But, pending the hearing of the appeal, his prisoner, who had been allowed bail, fled out of the jurisdiction of the Philippines to the Colony of Hongkong. It is not of course suggested that abduction is a crime of a political character, nor is it alleged that the prisoner is in any danger, if he is surrendered, of suffering any other punishment than the sentence already passed on him in respect of this conviction. The prisoner has been in Hongkong to the knowledge of the requisitioning Government since February, 1910. Up to now they have taken no steps to obtain his rendition. It must therefore be inferred that the step has been taken not in the interests of justice to punish Sotto in the crime of abduction, but in order that he may pay the penalty of his criticisms of Government policy in the Philippines. This would be, in effect, to punish him for a political crime, and this is forbidden by the Act. I will assume for the moment that the motive suggested is established to my satisfaction and that the requisitioning Government is actuated solely by the desire to get even, as the colloquial expression goes, with Sotto for his political propaganda. Even then it seems to me that the section relied on does not apply. The Act says nothing whatever about collateral motives, and I do not see what this Court has to do with it. All this Court has to do is to see that the law is observed. I think it is thought is sufficient to point out that the defence set up was not supported by legal evidence and that more suggestions were insufficient.

Hiram Maxim, inventor of explosives, believes that in a very short time there will be only three countries in the world. "Some time ago, in talking with Lord Wolseley, he told me that in the future there would be only two countries in the world, and those would be China and the United States," said Mr. Maxim. "Now, I want to say something stronger than that. In a very short time there will be only three countries in the world and they will be the United States of Asia (including Europe), the United States of Africa and the United States of America. 'Look at the world's progress in the last 160 years. See what Japan has done in fifty years. That country has stored up energy, and it is like a century plant now blooming with its progress. What little blood has been spilled in the making of a Chinese Republic, where 400,000,000 people have won their freedom!'

THE "TITANIC" DISASTER.

EVIDENCE BEFORE THE SENATE COMMITTEE.

LISTS OF PROMINENT PEOPLE DROWNED AND RESCUED.

MR. ISMAY AND "TITANIC'S" OFFICERS WARNED NOT TO LEAVE AMERICA.

[THROUGH REUTER'S AGENCY.]

STATEMENT BY MR. ISMAY.

Mr. Ismay has cabled that the *Titanic* collided with a low-lying iceberg. The weather was clear and starlight and the sea calm. She struck a glancing blow, apparently tearing her starboard side open about the bilge for a considerable length. Mr. Ismay, is overwhelmed at the disaster. He affirms that the Company will do everything humanly possible to alleviate the distress, and says he will welcome the most exhaustive enquiry into the disaster.

Mr. Ismay left on the last boat, one of the collapsibles.

THE DEATH ROLL.

The White Star has issued a statement that 1,635 persons perished by the sinking of the *Titanic*.

Apart from the list of prominent people already mentioned as having been drowned, the following are among the missing:

Mr. Thomas Andrews, nephew of Lord Pirrie, director of Harland and Wolff.
Mr. Bell, chief engineer of Harland and Wolff.
Mr. Van der Hoff.
Mr. Carleton Young, a prominent resident of Minneapolis.
Mr. Luther Burbank, a Californian horticulturist.
Mr. Parsons, an ex-Congressman of New York.
Mr. Marvin, who was on his honeymoon.
Mr. Christopher Head, ex-mayor of Chelsea.
Professor Rees, of Wisconsin University.
Mr. Thayer, President of the Pennsylvania Railway.
Mr. Roebing, a steel millionaire.
Mr. Reuchlin, of the Holland-America Line.
Mr. Millet, an American artist.
Ex-Senator Warren.
Senator Carter.
Colonel May.
Dr. Minahan.
Messames Snyder, Figler, and Edinger, well known in New York society.
Mrs. Carter, Pennsylvania.

LIST OF SURVIVORS.

The list of survivors includes:
Mr. Cardenza, of Rio Janeiro.
Mr. Marochal, Wash.
M. F. G. Harper, publisher, and wife.
Mrs. Swift.
Mrs. Stenger.
Mrs. Stone.
Mrs. Douglas.
These ladies are all well known New York hostesses.
Mrs. Hoyt, wife of an ex-Governor of Washington.
Mrs. Marvin.
Miss Margaret Graham, a California actress.

CHINESE SURVIVORS.

Six Chinese who hid beneath the seats of the *Titanic's* lifeboats are among the survivors. They were not detected until the boats had been taken on board the *Carpathia*.

Two of their companions who were also in hiding were crushed to death by the weight of other passengers sitting above them.

SURVIVORS IN HOSPITAL.

Altogether 140 survivors are in hospital, but all are expected to recover.

RICH DIE, POOR SAVED.

A feature of the disaster is that many rich people were drowned, while so far as is known all the poor women and children were saved.

SEVENTY WIDOWS.

Mrs. Edgar Meyer, of New York, praises everybody on the *Titanic*. She says her husband threw her into a life-boat reminding her of their child at home. "There were about seventy of us widows aboard the *Carpathia*," added Mrs. Meyer.

LIVES LOST OWING TO MISPLACED CONFIDENCE.

Three French first-class passengers emphasise the fact that but for the blind faith of those on board in the unsinkableness of the *Titanic* the loss of life would have been less, many believing that the launching of the boats was an excessive precaution and that there was no risk whatever in remaining on board. Hence they refused to go. Many of the boats thus lowered were only half-filled. When it was realised that the liner was sinking some of the passengers succeeded in lowering a collapsible boat, which was damaged in collision. Fifty people crowded into the boat, which was semi-swamped, but one by one they began to perish from cold and their bodies were thrown out. Only 15 survived to be picked up.

A WONDERFUL ESCAPE.

Colonel Gracie, of the United States Army, went down with the *Titanic*, but while being whirled around he seized hold of a piece of grating. He then saw a raft floating upwards. This he boarded and rescued others till there were 30 aboard. All were later picked up by the *Carpathia*.

The crowd on the raft were compelled to stand for hours packed back to back, being fearful to move lest the delicate balance be upset. Even when someone whispered that a steamer was approaching they dared not look round.

Colonel Gracie says he felt as if he were propelled to the surface by explosions. There were bodies all around, and the raft was soon full and water-logged, so that they were compelled to refuse others from getting aboard.

Many of these went to their death saying "Good luck; God bless you." Colonel Gracie added: "We prayed constantly throughout the night till help came."

HARROWING SCENES.

Lady Duff Gordon, who left in one of the last boats, narrates how the remaining passengers began to be seized with panic.

A few men rushed to the boat but were turned back at the point of Capt. Smith's revolver. Several were felled before order was restored.

As the boat was about to clear the vessel, a man tried to get aboard, but he was shot and his body fell into the boat and remained there.

They saw bodies in all directions; the poor souls could not live long in the icy water.

PATHETIC INCIDENTS.

The millionaires Mr. Widener and Mr. Harris, and the novelist Mr. Futrelle, died bravely after putting their wives in the life-boats.

Mr. Isidor Straus and his wife perished together, Mrs. Straus successfully resisting being parted from her husband.

When the boats were being lowered, Mr. Hays (who is among the lost) came and shook hands with Major Peuchen, of Toronto, an experienced yachtsman, who commanded boat No. 6. Mr. Hays predicted that the *Titanic* would float till help arrived.

Mr. Howard Case valiantly assisted Major Butt to get women into the boats.

Survivors report that Mr. W. T. Stead came to the door of his state-room and then returned to bed.

Two small French children, giving their names as Louis and Lolo, but no surnames, are parentless and have been taken charge of by Miss Hays.

Mr. Guggenheim, after his wife had left the ship, asked a steward to say to her, if the worst happened, that he had done his best to do his duty.

THE GALLANTRY OF OFFICERS AND CREW.

The survivors who were still aboard when the *Titanic* sank agree that Captain Smith was most heroic to the end.

Just before he was washed off his feet he megaphoned to the crowd, "Be British." Later he was seen helping strugglers in the water.

The other officers and members of the crew nobly seconded his example.

The reports of Capt. Smith's suicide and the suicide of other officers emanated apparently from a half-demented passenger who was one of the first to land.

Mr. George Braden says he saw Capt. Smith as the *Titanic* sank standing alone, when a wave came and knocked him down. He regained his feet, but then another wave carried him off and he disappeared.

The assistant wireless operator of the *Titanic*, Mr. Bride, testifies to the marvellous devotion of his dead chief, Mr. Phillips, who continued working in his cabin when flooded with water. A quarter of an hour after, the Captain said: "You have done your duty: save yourselves."

M. Sheveret, the Canadian sculptor, declares that there was absolutely no cowardice displayed. He said: "I take off my hat to the English seamen who went down with their ship, and also those who manned the boats, whom it was difficult to force into them."

All accounts testify to the splendid conduct of the members of the string band, which almost until the last moment played cheerful ragtime selections, finishing with "Nearer, My God, to Thee."

COURAGEOUS CONDUCT.

Passengers praise enthusiastically the calm courage of Col. Astor and Major Butt. Both helped and cheered the women. Col. Astor personally helped a young bride, who was in delicate health, into one of the last boats.

THE LAST OF MR. STEAD.

Reuter's New York correspondent reports that some of the newspapers print brief accounts of the death of Mr. Stead, whom survivors think they saw on a raft with Colonel Astor after the *Titanic* sank.

Other witnesses had seen Colonel Astor with Major Butt (A.D.C. to President Taft) on the bridge as the ship took her final plunge.

It is probable, if this is correct, that both Mr. Stead and Colonel Astor found themselves in the sea and swam to an overturned raft in a final effort to escape.

At any rate, two men, who were taken for Mr. Stead and Colonel Astor, finally succumbed to cold and exposure, released their hold of the raft and disappeared into the sea.

MEN SAVED FROM THE WATER.

Mrs. Churchill Candee, of Washington, who had both legs broken in getting into a lifeboat, declares that most of the men saved were picked up from the water, into which they had plunged after the life-boats were launched.

THE SENATE COMMITTEE'S INVESTIGATION.

HOW MR. ISMAY ESCAPED.

Questioned by the Senate's Committee in regard to the circumstances wherein he left the *Titanic*, Mr. Bruce Ismay, Chairman and Managing Director of the White Star Co., replied, almost in a whisper: "One of the boats was being filled when the officers called out to know if there were any more women to go; there were none, and there were no passengers on deck, and as the boat was being lowered I got in."

ALLEGATIONS OF FULL SPEED DENIED.

Mr. Ismay, declared before the Committee that it was untrue that the vessel was proceeding at full speed. He and the captain had arranged to arrive at New York on the night of the 17th inst. and did not deem that it was wise to proceed at full speed on the vessel's first trip.

He was asleep at the time of the collision and was not aware of the proximity of ice, and he did not see any until after the wreck.

There was no struggling to enter the boats on the part of the men. He did not see the *Titanic* sink as he sat with his back to her, not wishing to see her go down.

Another telegram states that Mr. Ismay, questioned regarding the speed of the ship, said she was travelling at 21 knots.

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SECOND OFFICER'S GRAPHIC STORY.

Reuter's correspondent at New York telegraphs that the investigation by the Committee of the Senate was prolonged but rather perfunctory. After Mr. Ismay, Mr. Rostron, the captain of the *Carpathia*, and the Marconi operator had been examined, Mr. Lightholder, the second officer, testified that he was in charge of the launching of the boats on the port side. When the first was lowered the deck was 70 feet above the water and when the last boat was launched the deck was only a few feet above water. He maintained that the boats were well filled, preference always being given to women. Questioned as to the saving of so many of the crew, he said that he specially enquired and ascertained that out of every six picked up out of the water five were either firemen or stewards. Further, some lifeboats returned after the *Titanic* had sunk and rescued men from the sea. No demonstration occurred on board, not even of lamentation on the part of those left behind. He himself escaped by diving as the ship sank. He was sucked under and held on to a ventilator. A terrific gust came up the ventilator, due probably to a boiler explosion, and he was blown clear and came to the surface near a boat.

EVIDENCE OF "TITANIC'S" WIRELESS OPERATOR.

The surviving wireless operator of the *Titanic*, Mr. Bride, whose feet were badly injured, was brought out of hospital to give evidence before the Senate Committee. He testified that at five o'clock on Sunday afternoon, he intercepted a message from the liner *Californian* announcing the presence of three huge icebergs. He informed the Captain of this. The German liner *Frankfurt* was the nearest vessel to the *Titanic*. Twenty minutes after the distress signal was sent out, its operator enquired what was the matter. The *Titanic's* operator, Phillips, who was drowned, replied: "You are a fool. Keep out." The *Carpathia* was then hastening towards the *Titanic*. Bride added that the water had reached the bridge before the vessel sank. The Captain remained till the last. He refused to put on a life-preserver, and jumped overboard.

MR. ISMAY ORDERED NOT TO LEAVE.

Despite protests from counsel for the White Star Co. the Senatorial Committee has refused to allow Mr. Ismay, the four officers and twelve of the crew to leave the country.

The inquiry has been adjourned to Washington, where Mr. Ismay and the others have been subpoenaed to appear on Monday, although Mr. Ismay is on the verge of collapse.

MR. ISMAY BITTERLY COMPLAINS OF THE UNFAIRNESS AND INJUSTICE OF THE COMMITTEE'S CONDUCT OF THE INQUIRY.

AN INTERCEPTED MESSAGE FROM MR. ISMAY.

Reuter's New York correspondent says it has been ascertained that a wireless telegram sent by Mr. Ismay from the *Carpathia* to Mr. Franklin, ordering the sailing of the *Cedric* to be delayed in order to take him (Mr. Ismay) and the survivors, including the crew, to England, was intercepted by Government officials and sent to Washington. This explains why the Senate Committee hurried to New York.

THE MISLEADING MESSAGES.

The wireless operator of the *Carpathia*, examined by the Senate Committee, denied sending a wireless message that the *Titanic* was being towed.

The *Olympic* has arrived at Plymouth. The Captain denied knowledge of any wireless message saying that all the *Titanic's* passengers were safe and that the *Titanic* was in tow.

SYMPATHY OF THE NATIONS.

Representatives of practically all the Foreign Powers have called at the Foreign Office to express their sympathy in the *Titanic* disaster. Sir Edward Grey has gratefully acknowledged the expressions.

THE RELIEF FUND.

The following contributions have been added to the Relief Fund:—

H.R.H. the Prince of Wales	£ 282 10
Lord and Lady Pirrie	2,000
Mr. W. W. Astor	2,000
Passengers of the <i>Olympic</i>	1,400
Messrs. Harland & Wolff	1,100
Lord Strathcona	1,000
The Gaswar of Baroda	500
Sir Ernest Cassel	500
Duke of Westminster	250
The Barnato family	250
Mr. Julius Wernher	250
Mr. Otto Beit	200

The Mansion House Fund amounts to over £40,000.

The Lord Mayor of Liverpool has cabled £1,000 to New York for the immediate relief for the *Titanic* survivors.

The *Daily Mail* fund now amounts to £7,000 and that of the *Daily Telegraph* to £5,700.

The Football League has passed a resolution recommending all Clubs to make a collection on their grounds on behalf of the relief funds.

MEMORIAL SERVICES.

St. Paul's Cathedral was packed on the occasion of the memorial service held in remembrance of those who perished in the disaster, and thousands were unable to gain admission. There was a distinguished congregation, most of whom wore mourning, including members of the Cabinet, the Lord Mayor and Sheriffs, diplomats and High Commissioners. The service was most affecting, many being in tears.

Reuter's New York correspondent wires that hundreds of delegates to the Men and Religion Congress, which Mr. W. T. Stead was going to address, have held a memorial service in honour of the deceased journalist at Carnegie Hall.

The Admiralty has ordered *Titanic* memorial services to be held on all warships on Sunday. Flags will be at half mast.

Reuter's agent at Washington telegraphs that President Taft has ordered all flags to be flown at half-mast.

GOVERNMENT ACTION IN BERLIN AND WASHINGTON.

The Reichstag is discussing a motion suggesting legislation for enforcing a sufficiency of boats on German liners.

In the course of the debate Herr Arndt urged that ships be required to carry a full complement of wireless operators and that navigation should be subjected to international, even penal, regulations.

Herr Delbrueck, Minister of the Interior, said the big shipping companies had been discussing for some days the improvement of the means of saving life, and he was convinced they would help the Government to frame up-to-date regulations. The question of international regulations was already being considered.

The motion was withdrawn.

The Senate at Washington has passed a resolution advising the President to make treaties with the Maritime Powers governing the course, speed and equipment of ocean liners.

SENATOR'S VIOLENT ATTACK.

In the Senate Mr. Raynes made a violent speech in which he attacked Mr. Ismay and expressed the opinion that legal steps should be taken against the White Star officials for the insufficiency of life-saving appliances on the *Titanic*.

On the following day Mr. McCumber protested against "trial conviction and execution on the floor of the Senate without fair and honest consideration of one connected with the *Titanic*."

The Senator evidently referred to the outburst of Senator Rayner.

LINERS TO CARRY SUFFICIENT BOATS.

A New York telegram states that Mr. Ismay has instructed all lines belonging to the International Mercantile Marine Co. to equip all their steamers with sufficient lifeboats and rafts to carry all on board.

The Hamburg-Amerika Co. has decided to provide their vessels with sufficient lifeboats to carry every passenger.

CHANGING THE ROUTES.

The United States Hydrographic Office has ordered the lanes for Atlantic liners to be moved 180 miles south of that used by the *Titanic*.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN'S INTEREST IN THE DISASTER.

Tokyo, April 21st.

The Japanese marine insurance companies are interested in the *Titanic's* cargo to the extent of 100,000 yen.

The Foreign Office has been informed that there were no Japanese on board except Councillor Hosono of the Railway Board, who was rescued.

THE CANTON-HANKOW RAILWAY.

THE NEW DIRECTOR-GENERAL.

Upon the recommendation of the Premier, Mr. Tang Shao-yi, the post of Director-General of the Canton-Hankow Railway has been given to Mr. Tan Jen-feng. Mr. Tan is a native of Hunan, and has spent years of his life in promoting the cause of revolution. He is about 70 years of age, but is wonderfully preserved, showing the energy and enthusiasm of a man of forty. In the recent revolution he rendered valuable services at Wuchang, Shanghai and Nanking. It is believed that the appointment will afford general satisfaction.—*Peking Daily News*.

INTIMATIONS

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,
CHATEL ROAD.

**WATCHMAKERS,
AND JEWELLERS,
OPTICIANS,
FINEST QUALITY
DIAMOND JEWELLERY
A SPECIALITY.**

ENGLISH, AMERICAN AND SWISS
**GOLD AND SILVER
WATCHES.**

CLOCKS
of all descriptions.

**If You Wear
TORICS**

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear, glass and tinted shades.

LARK & Co.
SCIENTIFIC OPTICIANS
40, BLOOMSBURY ROAD, LONDON, W.C.1.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and not to the business manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MRS. and MR. SCHEISS beg to inform the Public that they have CEASED all connections with THE PARIS TOILET CO., from To-day and that they will open a New Salon and Ladies' Hairdressing Salon shortly.

Hongkong, 22nd April, 1912. [590]

WANTED.

MODERN HAMMOND TYPE-MACHINE, either new or best condition.

Apply—
No. 999,
Care of "Daily Press," Office,
Hongkong, 22nd April, 1912. [591]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL GENERAL MEETING of the Members will be held on TUESDAY, the 25th APRIL, 1912, at 4 p.m. in the Chamber Room, St. George's Building, Chater Road, Hongkong, for the purpose of nominating a Member of the Chamber for appointment to the LEGISLATIVE COUNCIL.

Notice in writing of the names of Candidates and of their Proposers and Secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order,
B. A. M. WILLIAMS,
Secretary.

Hongkong, 20th April, 1912. [592]

G. R.

FOR SALE FOR BREAKING UP.

At H.M. DOCKYARD, Hongkong,
H.M. Torpedo Boat Destroyer,
"HART."

Length between perpendiculars...194 ft. 3 ins.
Beam (external)...19 " 5 1/2"
Displacement...295 tons.

Fitted with 2 sets of triple expansion engines and 3 water-tube boilers, Thornycroft type, (unfitted). Can be viewed alongside Kowloon Coaling Depot during Dockyard hours between 15th and 29th May, on application to the Commodore.

Tender forms with conditions of sale, list of fittings on board together with any further information required can be obtained on application to the NAVAL STORE OFFICER, H.M. DOCKYARD, Hongkong. Tenders are to be lodged in the Commodore's Office before Noon on 5th June, 1912.

Hongkong, 22nd April, 1912. [593]

FOR SWATOW, AMOY AND FOCHOOW.

THE Osaka Shosen Kaisha's Steamship

"KAISO MARU,"
Tons 2,100 Gross,

will depart from SOON YIP CO.'s WHARF, near the Harbour Office (Praya Central), on WEDNESDAY, the 24th instant, at Noon.

The above steamer has superior accommodation for passengers, 1st class cabins and ship and are fitted with all modern conveniences. Fair Speed. Excellent Cuisine.

CHEAP RATES.
1st Class Single Return
For SWATOW...\$15.00 \$22.50 & \$30.00 \$12.00
" AMOY...23.00 34.50 15.00 22.50
" FOCHOOW...35.00 52.50 23.00 34.50
N.B.—For the convenience of passengers and shippers this steamer will in future berth alongside the above Wharf.

For further particulars, please apply to
S. HIRAI, Manager,
The Osaka Shosen Kaisha,
No. 1, Queen's Building,
Hongkong, 22nd April, 1912. [594]

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"JAPAN,"
Captain A. Stewart, has despatched for the above Ports on WEDNESDAY, the 24th inst., at 1 p.m.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 22nd April, 1912. [597]

GREAT NORTHERN STEAMSHIP CO.

THE Steamship

"MINNESOTA,"
Captain T. W. GARLICK,
FOR
SEATTLE,
VIA
NAGASAKI, INLAND SEA, KOBE & YOKOHAMA,
on FRIDAY, the 3rd May, at Noon.

For freight or passage and General information, apply to
NIPPON YUSEN KAISHA,
Agents,
1st Floor, Prince's Building,
Chater Road, Hongkong.

Hongkong, 22nd April, 1912. [595]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

[423]

NEW ADVERTISEMENTS

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 22nd day of April, 1912, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND above that of the Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

596

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 1014.	On Island of Lantau, between the Village of Tai Leng and the Village of Tai Leng.	N. 70 feet. S. 70 feet. E. 80 feet. W. 80 feet.	5,000 12	108	

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 22nd day of April, 1912, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Shaokuiwa Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

597

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 1015.	On Island of Lantau, between the Village of Tai Leng and the Village of Tai Leng.	N. 13' 6" S. 13' 6" E. 61' 6" W. 61' 6"	8 1/2	905	

G. R.
PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Office of the PUBLIC WORKS DEPARTMENT on MONDAY, the 29th day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 1016.	On Island of Lantau, between the Village of Tai Leng and the Village of Tai Leng.	N. 153 feet. S. 153 feet. E. 300 feet. W. 300 feet.	45,083 150	4,500	

The Purchaser of this Lot will also have to pay the sum of \$25 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM,
Director of Public Works.

Hongkong, 12th April, 1912. [599]

G. R.
PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Office of the PUBLIC WORKS DEPARTMENT on MONDAY, the 29th day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 1017.	On Island of Lantau, between the Village of Tai Leng and the Village of Tai Leng.	N. 90 feet. S. 90 feet. E. 80 feet. W. 80 feet.	9,414 64	1,412	

The Purchaser of this Lot will also have to pay the sum of \$32 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM,
Director of Public Works.

Hongkong, 12th April, 1912. [900]

INTIMATION

LANE, CRAWFORD & CO.

HOUSEHOLD DRAPERY DEPT.

JUST UNPACKED

DAMASK TABLECLOTHS,
NAPKINS, TEACLOTHS, etc.
COTTON and LINEN SHEETINGS,
MOSQUITO CURTAINS,
TURKISH BATH TOWELS.

HARDWARE DEPT.

KITCHEN UTENSILS
OF
EVERY DESCRIPTION.
FILTERS and FREEZERS.
BRUSHWARE and TINWARE.
LANE, CRAWFORD & CO.

[51]

NEW ADVERTISEMENT

G. R.
PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Office of the PUBLIC WORKS DEPARTMENT on MONDAY, the 22nd day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 1018.	On Island of Lantau, between the Village of Tai Leng and the Village of Tai Leng.	N. 61 feet. S. 61 feet. E. 46 feet. W. 46 feet.	5,200 22	310	

The Purchaser of this Lot will also have to pay the sum of \$18 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM,
Director of Public Works.

Hongkong, 19th April, 1912. [598]

AUCTION

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 22nd day of April, 1912, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND adjoining Inland Lots Nos. 54 and 155, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

565

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
No. 1019.	On Island of Lantau, between the Village of Tai Leng and the Village of Tai Leng.	N. 77 feet. S. 77 feet. E. 68 feet. W. 68 feet.	140	80	1,882

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,
H. HAYNES.

Hongkong, 1st March, 1912. [289]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 4th April, 1912. [342]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 4th April, 1912. [543]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on TUESDAY, the 30th APRIL, 1912, at 4.40 o'clock p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1911, the election of Directors and Auditors for the ensuing year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 13th April, 1912. [581]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th MAY, 1912, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th April, 1912. [582]

ENTERTAINMENTS

THEATRE ROYAL.
ONE WEEK ONLY.
Commencing
SATURDAY, APRIL 27TH.

THE GREAT
Raymond

THE WORLD'S GREATEST ILLUSIONIST,
Presenting Positively The Most Novel,
Original and Startling
MAGICAL PERFORMANCE
EVER PRODUCED ANYWHERE.
Gorgeous Scenery and Electrical Effects!!
A Fortune in Scenic Splendour.

This is the Most Gigantic Amusement Enterprise
Ever Brought to the Far East.
Forty Tons of Magnificent Scenery,
STAGE SETTINGS and PARAPHER-
NALIA!!
TRIUMPHAL TOUR ROUND THE
WORLD!!

The GREAT RAYMOND has appeared before King Edward VII., Kaiser Wilhelm, Cesar Nicholas, King Leopold, Emperor Franz Josef, King Emmanuel, Queen Wilhelmina, King Manuel, and King Alfonso, and has received Many Decorations.

PRICES \$3.50, \$3, \$2 and \$1.
Booking Opens on MONDAY, the 22nd April,
at MOUTRIE'S.
Late Car to the Peak.
Hongkong, 16th April, 1912. [557]

VICTORIA THEATRE.

TWO PERFORMANCES
EVERY NIGHT!
7.15—PICTURES ONLY—7.15
9.15—FULL PROGRAMME—9.15

GRAND MATINEES—
SATURDAY AND SUNDAY, AT 4 P.M.

By Special Request,
FOR A FEW NIGHTS ONLY,
THE GRAND FILM,
"AFTER 50 YEARS."

OR THE
GOLDEN WEDDING."

The Famous QUEALYS,
Australia's Musical Sketch Artists.
Hongkong, 10th April, 1912. [58]

INTIMATIONS

NOTICE.

WE beg to inform you that Mr. WALTER OTTO has been admitted a Partner in our Firm.

BERBLINGER & Co.
Hongkong, 20th April, 1912. [586]

HONGKONG ELECTRIC CO. LTD.

NOTICE.

ON and after MAY 1st, 1912, the charge for Lighting, Fans, &c., will be Reduced CENTS TWENTY-SEVEN PER UNIT, and the charge for Radiators and Motors to CENTS TEN PER UNIT. DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th April, 1912. [585]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th APRIL, 1912, at 12.30 p.m., at the Office of the Hongkong Jockey Club on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 13th April, 1912. [563]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

LOST.

THE SHARE CERTIFICATE No. 1598 for TWO SHARES numbered 37959/37960 inclusive, standing in the Register in the name of FRANCISCO XAVIER HOMEN DE CARVALHO of Macao, having been LOST, NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5, Queen's Road Central, Victoria—Hongkong, on or before the First day of May, 1912, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Acting Secretary.

Hongkong, 16th April, 1912. [577]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 75 " "
"BUTTERCUP" ... 70 " "
"PASTRY" ... 65 " "

THE
DAIRY FARM CO., LTD.

[30]

TO LET

TO LET.

OFFICES in King's Building.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1912. [12]

TO LET.

ONE THREE-ROOMED RESIDENTIAL FLAT at Kowloon, with every modern convenience. Immediate possession. SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT 48 with WHARF.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, 18th April, 1912. [525]

TO LET.

OFFICES and GODOWNS in Duddell Street.
No. 12, BEACONSFIELD ARCADE, First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
"ROGATE" Austin Road, Kowloon, from 1st April.
No. 57, PRAYA GRANDE, Macao.
Apply to— LINSTAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 13th April, 1912. [122]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1912. [120]

TO BE LET.

ON OR ABOUT 1ST MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 29th August, 1911. [123]

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.
Apply—
LINSTEAD & DAVIS,
Alexandra Buildings.
Hongkong, 20th March, 1912. [481]

TO LET

OFFICES on 3rd Floor, Hotel Mansions facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 12th March, 1912. [389]

TO LET.

OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong 26th February 1912. [367]

TO LET.

With Separate Entrances.

THE WHOLE FIRST FLOOR of the OLD LAND OFFICE, QUEEN'S ROAD, opposite D'Agular Street.

Apply to—
LEIGH & ORANGE,
Princes' Building.
Hongkong, 12th April, 1912. [558]

TO LET.

"WELLBURN" THE PEAK, 6 ROOMS, from 1st June, 1912.

Apply to—
PERCY SMITH, SETH & FLEMING
5, Queen's Road Central.
Hongkong, 16th April, 1912. [417]

OFFICES TO LET.

ROOMS on the 1st Floor of Wm. Powell Ltd's, New Building, Des Voeux Road Central; suitable for Offices; Electric Light, Lift; Lavatories with all Modern Conveniences. May be inspected on application to—
Wm. POWELL, Ltd.,
Alexandra Buildings.
Hongkong, 29th February, 1912. [383]

FOR SALE

FOR SALE.

DERBINGTON, 7-Roomed House, Peak Road, beautiful situation.
For Terms, apply to—
C. SCHROTER,
Care of Messrs. GARRATT, BORTON & Co.,
King's Buildings, 11th Flr.
Hongkong, 10th July, 1911. [125]

FOR SALE.

With or Without Furniture.

"TOR CREST" No. 8, THE PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply—
LINSTEAD & DAVIS,
3rd floor, Alexandra Buildings
Hongkong, 7th March, 1912. [416]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSESS and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.
WEATHERS with Glass Shades from \$4 up.
BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 40,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at

Antung-Haien Liao-Yang Ryojun
Canton (Fort Arthur)
Bombay Lyons San Francisco
Changchun Nanking Shanghai
Dairen (Dairen) New York
Fushien (Mukden) New York
Hankow Osaka
Hankow Peking
Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

TAKESHI TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—
STERLING \$15,000,000
SILVER \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

E. SHILLING, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq.
G. H. Macdougall, Esq.
W. L. Patterson, Esq.
C. S. Gubbay, Esq.
H. A. Sista, Esq.
F. Lieb, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STARR.

MANAGERS:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,650,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000

PAID-UP £1,250,000

PAID UP £62,000

RESERVE FUND £365,000

HEAD OFFICE:

40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Hongkong, Kowloon, Madras, Rangoon, Shanghai, Singapore, Swatow, Tientsin, Yokohama.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST ALLOWED ON CURRENT ACCOUNTS at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCHES HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 12,401,050 (£1,033,421)
Reserve Fund Fl. 3,522,157 (287,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS:

The Williams Deacons Bank, Swiss Bankers.

BRANCHES AND AGENTS all over the world.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4½ per cent.
6 do. 3½ do.
3 do. 3 do.

C. WOLDRICH, Manager.

No. 8, Des Voeux Road Central.

Hongkong, 15th August, 1909. [22]

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy Swatow Tainan
Canton Kobe Yamaguchi
Fuzhou Nagasaki Tokyo
Keelung Osaka Yokohama
Shanghai

HONGKONG OFFICE:
3, Des Voeux Road.
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1316]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG ANTI-SHANGHAI BANKING CORPORATION. Interest on deposits is allowed at 2½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG ANTI-SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR, Chief Manager.
Hongkong, 14th January, 1911. [12]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:—
Bombay Calcutta Canton
Colon Cebu Hongkong
Kobe Manila Mexico
Peking San Francisco
Shanghai Yokohama

CAPITAL AND RESERVE \$6,800,000
about £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

PURCHASE AND SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

OLD VAT No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

SCOTCH WHISKY

SOLE AGENTS IN HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

SOUVENIRS OF THE DELHI DURBAR:—

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable.

Early inspection solicited.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong.

Hongkong, 17th April, 1912. [50]

SELF CURE NO FICTION! NO SUPPER NEED NOW! THE GREAT REMEDY THERAPY NO. 1

It is a fact that many of the most famous and successful men of the world have been cured of their various ailments by the use of this great remedy.

It is a fact that many of the most famous and successful men of the world have been cured of their various ailments by the use of this great remedy.

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It is a fact that many of the most famous and successful men of the world have been cured of their various ailments by the use of this great remedy.

INTIMATION

"A MACHINE A MINUTE"

The week just closed, as this issue goes to press, has been epoch making in the annals of the writing machine. A great milestone has been reached and passed in the history of the



Remington Typewriter

During the week we have booked orders for more than a machine a minute for every working hour.

VISIBLE MODELS 10 AND 11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour—MORE THAN A MACHINE A MINUTE. Such is typewriter development; such is Remington progress.

REMINGTON TYPEWRITER CO.

(INCORPORATED.)

SIEMSEN & Co., (MACHINERY DEPT.)

47-3 HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 19th April, 1911. [15]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND SINGAPORE.

THE Steamship "GLENSTRAD," Captain Jas. Macdonald, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 23rd inst., at 10 A.M.

All Claims must be presented within FIFTY DAYS of the Steamship's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th April, 1912. [584]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ LUDWIG," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 9 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 17th April, 1912. [5]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 19th April, 1912. [587]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVIEWED BY THE MEMBERS. PRICE - - - - - \$5.

DAILY PRESS OFFICE. Hongkong, 6th March, 1912.

SHIPPING IN PORT.

STEAMERS.

AIKOKU MARU, Japanese str., 2,400, Yokohama, 15th April—Japan 9th April, Coal—Mitsui Bishi Goshi Kaisha.

BARON TURNER, British str., 2,140, D. McAlister, 18th April—Kobe 14th April, Phosphate—Dudwell & Co.

CHANGSEA, British str., 1,400, E. Finlayson, 16th April—Melbourne 12th March, General—Butterfield & Swire.

CHINA, American str., 3,186, Emory Rice, 9th April—San Francisco 12th March, Mails and General—Pacific Mail S.S. Co.

CHOISANG, German str., 1,012, Bruhn, 15th April—Manila 10th April, General—Butterfield & Swire.

FEIHOING, Chinese str., 998, A. A. Crawford, 25th April—Fuzhou 13th April, General—Chinese.

FOOSHING, British str., 1,423, Welsh, 9th April—Hongkong 7th April, Coal—Jardine, Matheson & Co.

JAPAN, British str., 2,018, A. Stewart, 18th April—Kobe and Moji 14th April, Coal and General—David Sassoon & Co.

KALPONG, British str., 987, J. V. Sidford, 18th April—Manila 16th April, Sugar, etc.—Butterfield & Swire.

KUTSANG, British str., 4,893, R. O. D. Bradley, 19th April—Calcutta via Penang and Singapore—18th April, General—Jardine, Matheson & Co.

KWANGTAY, Chinese str., 1,538, Stewart, 17th April—Shanghai 14th April, General—Chinese.

LANDAT SCHEFF, German str., 1,016, C. Bruger, 18th April—Bangkok 11th April, Rice—Chinese.

MAOHEW, German str., 998, R. G. Lollner, 15th April—Cebu 11th April—Butterfield & Swire.

M. S. DOLLAR, British str., 2,710, M. Ridley, 13th April—Cebu 9th April, Copra and Sugar—Hays, Dollar & Co.

MUYO MARU, Japanese sailing ship, 277, K. Asari, 12th April—Formosa 9th April.

SHANTUNG, Japanese str., 1,635, Robinson, 15th April—Moji 6th April, Coal—Mitsui Bishi Kaisha.

Tao Su, Chinese str., 987, F. N. Marcusen, 19th April—Bangkok 10th April, Rice—Order.

TELMACHUS, British str., 1,340, F. Fraser, 18th April—Saigon 14th April, General—Chinese.

TRIUMPH, German str., 769, Langschwager, 18th April—Hohow 17th April, General—Jensen & Co.

VOLTE, British str., 2,995, Wilton, 14th April—Taungtha 7th April, Bulk Oil—Asiatic Petroleum Co.

YATSHING, British str., 1,727, S. J. Payne, 17th April—Taungtha 10th April, Coal—J. M. & Co.

LATEST STEAMER MOVEMENTS.

The M.M. str. Yarra, with the French Mail of the 24th March and Mails from London of the 23rd March, left Saigon on Friday, the 19th inst., at 2 p.m., and is expected to arrive here on Monday, the 22nd inst., at 9 a.m., leaving most likely for Shanghai, Kobe and Yokohama on the same evening.

The A.L. str. E. F. Ferdinand left Singapore for this port on the 20th April, and will arrive here on the 25th April, a.m.

The P. & O. Co.'s str. Oriental left Singapore for this port on the 19th April, at 4 p.m., with the outward English mails, and is due here on the 24th April, at about 7 a.m.

INDO-CHINA STEAM NAVIGATION CO., LTD. Kumsang, from Calcutta, is due in Hongkong 27th April.

The str. Mittra is due here on the 28th from Japan, and leaves on the 29th for Rangoon via the Straits.

ON SALE.

AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON TO WUCHOW

WEATHER REPORT

On the 21st at Noon.—The depression which formed over N. China yesterday has moved slightly to Eastward; a second depression is now highest in the neighbourhood of the Bonins.

Fresh S. winds are indicated along the East coast, and moderate S.E. winds to light airs over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.
• Hongkong & Neighbourhood
Formosa Channel ... Variable winds, moderate S.E.
South coast of China between Hongkong and Lamooka ... Variable winds, light.
South coast of China between Hongkong and Hainan ... Same as No. 1.
• S.E. winds, moderate to light; fair, fog later.

CHINA COAST METEOROLOGICAL REGISTER.

21st APRIL, A.M.

21ST APRIL. A.M.							
Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.	29.88	43	79	—	0	b
Nemuro	6 a.	29.79	—	—	SE	1	—
Hakodate	5	29.75	—	—	—	0	—
Tokio	5	29.97	—	—	—	0	—
Kobe	5	30.11	—	—	WSW	1	—
Nagasaki	5	30.05	—	—	SE	3	—
Kagoshima	5	30.12	—	—	—	0	—
Oshima	5	30.06	—	—	—	1	—
Naha	5	30.05	—	—	SE	1	—
Ishijima	5	30.01	—	—	SE	1	4
Bonin Is.	5	30.20	—	—	—	0	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	9 a.	29.68	55	89	SSW	3	cm
Kankow	6 a.	—	—	—	—	—	—
Kinkiang	6 a.	29.77	62	89	SE	1	b
Gutaifu	5	29.74	61	—	—	6	—
Shanghai	6 a.	29.92	67	—	—	—	—
Sharp Peak	7 a.	29.92	67	—	—	—	—
Amoy	6 a.	30.22	65	73	SE	2	o
Swatow	5	—	69	95	SE	0	—
Taiheku	5 a.	29.94	—	—	—	2	—
Taiho	5	29.95	—	—	—	—	—
Tainan	5	29.96	—	—	SE	2	4
Koshun	5	29.97	—	—	SE	4	—
Ascodores	9 a.	29.97	77	77	SE	0	—
Canton	6 a.	29.94	70	77	SE	1	—
Hongkong	7 a.	—	—	—	SE	4	—
Vict. Peak	7 a.	—	—	—	SE	4	—
Gap Blook	6 a.	29.89	—	—	SE	2	—
Macao	5	29.98	71	—	—	1	—
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phulien	6 a.	—	—	—	—	—	—
Tourane	—	—	—	—	—	—	—
G. St. James	—	—	—	—	—	—	—
Apurri	5	29.94	—	—	SE	2	b
Manila	5	29.94	—	—	SE	2	—
Lepurri	5	29.93	—	—	NE	2	—
Basool	9 a.	—	—	—	—	—	—
Iloilo	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Luzon	—	—	—	—	—	—	—

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	Tons	Starting	1912
CHINA	10,200	TUESDAY, 23rd April, at 1 P.M.	
MANCHURIA	27,000	TUESDAY, 30th April, at 1 P.M.	
NILE	11,000	TUESDAY, 14th May, at 1 P.M.	
KONGOLIA	27,000	TUESDAY, 21st May, at 1 P.M.	
PERGIA	9,000	TUESDAY, 11th June, at 1 P.M.	
KOREA	18,000	TUESDAY, 18th June, at 1 P.M.	
SIBERIA	18,000	TUESDAY, 2nd July, at 1 P.M.	
CHINA	10,200	TUESDAY, 9th July, at 1 P.M.	

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 22nd April, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 23rd April, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22nd APRIL.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HUI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 533 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Managers (First Floor), opposite the Blake Pier.



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

Two Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

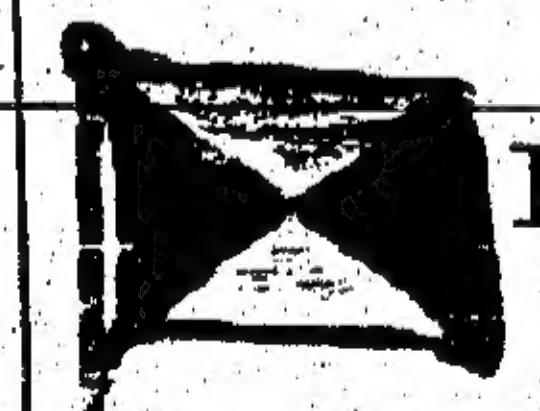
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.



PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI ... 4000 S. A. Crosby ... Manila, Mangarin, Iloilo and Cebu On 30th Apr. 4 P.M.

ZAFIRO ... 4000 M. C. Smith ... Manila, Mangarin, Iloilo and Cebu On 10th May, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG, 22nd April, 1912. PHILIPPINES S.S. Co. 113

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA. LEAVE HONGKONG FOR AUSTRALIA.

ST. ALBANS ... Sat., 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB, LIVINGSTON & Co. AGENTS.

561

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	SHANGHAI	—	JAVA	Second half of April
TJILIWONG	JAPAN	Second half of April	JAVA	Second half of April
TJILATJAP	SHANGHAI	Second half of April	JAVA	First half of May
TJIMAH	JAVA	Second half of April	SHANGHAI	First half of May
TJIMANOEK	JAPAN	First half of May	JAVA	First half of May
TJIPANAS	JAVA	First half of May	JAPAN	First half of May
TJIKINI	JAVA	First half of May	SHANGHAI	Second half of May
TJITAROEM	JAVA	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.
Hongkong, 19th April, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, "PEKING"	...	6,500	On 23rd April.
Kobe and MOJI ... "CEYLON"	...	9,000	About 10th May.

For Freight and Further Particulars, apply to TELSPHON No. 171.

ARTHUR NILSSON & CO.

YORK BUILDINGS, TOP FLOOR.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST"	17,000	Tuesday, 30th April, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW"	16,900	About 2nd May.
Kobe and YOKOHAMA	"COLENZ"	6,750	About 3rd May.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 19th April, 1912.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East: 15, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

FREIGHT collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

TRAVEL OFFICE: LUDGATE CIRCUS LONDON, E.C.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Chio Maru* left Yokohama on the 15th April, for Hongkong, and is expected to arrive at this port on the 23rd April.

The P.M. S.S. str. *Nile* sailed from San Francisco on the 3rd April, for Hongkong via Honolulu, etc., and is due to arrive here on the 30th April.

The P.M. str. *Mongolia* left San Francisco on the 10th April, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

The T.K.K. str. *Nippon Maru* will be despatched from San Francisco on the 17th April, for Hongkong, and is expected here on the 11th May.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 10th April for this port (via Queensland Ports, Port Darwin, Timor and Manila).

The I.G.M. str. *Coblentz* left Sydney on the 10th April, at noon, and may be expected here on or about 3rd May.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 5th April, a.m.

THE MERCHANTS' STEAMERS.

The N.Y.K. str. *Aisatsu Maru* (European Line) left Shanghai for this port on the 19th April, and is expected here on the 22nd April.

The Dodwell Line str. *Montrose* sailed from Shanghai on the 10th April, and is due here on the 22nd April.

The O.S.K. str. *Panama Maru* from Tacoma left Shanghai for this port on the 19th April, and is expected here on the 22nd April, a.m.

The H.A.L. str. *Sithonia* left Singapore on the 17th April, a.m., and may be expected here on or about the 23rd April, a.m.

The Swedish East Asiatic Co.'s str. *Peking* left Singapore on the 18th April, and is expected to arrive here on the 23rd April.

The N.Y.K. str. *Kitano Maru* (European Line) left Singapore for this port on the 19th April, and is expected here on the 24th April, a.m.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 28th March, and is expected here on the 23rd April.

The Danish str. *Ekatrinoslav* left Singapore on the 18th April, p.m., and may be expected here on or about 27th April, a.m.

The str. *Indramayo* passed the Suez Canal on the 9th April, and is due here on or about 6th May.

The T.K.K. str. *Hongkong Maru* arrived at Honolulu on the 15th April, and will sail for Hongkong via Japan port on the 17th April, and is expected here on the 23rd May.

The Ben Line str. *Benedict* from Antwerp, Middlebrook, and London left Singapore on the 18th April, for this port.

The "Mogul" Line str. *Lathian* left United Kingdom on the 18th ult. for Hongkong via the Straits.

The str. *Glenesk* passed the Suez Canal on the 9th April, and is due here on or about 11th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hopang, from Calcutta, is due in Hongkong 1st May.

PASSED THE CANAL.

March 15th—*Derfflinger*, *Erroll*, *Kleist*, *Tango Maru*, *Ville de la Ciotat*, *Aradia*, *Loval*, 18th—*Erzherzog Franz Ferdinand*, *Glenstrae*, *Miyasaka*, *Moyune*, *Peshawar*, *Socotra*, *Thesus*, *Tangtse*, 22nd—*Calchas*, *Ernest Simon*, *Idomeneus*, *Palikan*, *Sagami*, *Silesia*, 30th—*Benedict*, *Borneo*, *Kawachi Maru*, *Peking*, *Prism*, *Scandia*, *Sithonia*, 29th—*Bellerophon*, *Dioned*, *Kamo Maru*, *Lothian*, *Prins Eitel Friedrich*, *Prins Ludwig*, *Satsuma*, *Yarra*, 2nd April—*Andalusia*, *Inverclyde*, *Kitano Maru*, *Nile*, *Petroclus*, *Stentor*, *Teucer*, *Rhesus*, 9th—*Aki Maru*, *Ambria*, *Bayern*, *Dumbea*, *Glenesk*, *Hysion*, *Indramayo*, *Perseus*, *Seneca*, *Spezia*, *Syria*, *India*, 12th April—*Benvenich*, *Bulow*, *Ernest Simon*, *Meinam*, *Yorck*, *Africa*, 16th—*Lyo Maru*, *Annam*, *Atrous*, *Prometheus*, *Badenia*, *Kinn*, 19th—*Benlarig*, *Denbighshire*, *Mennon*, *Nore*, *Pera*, *Pourone*.

ARRIVALS AT HOME.

March 19th—*Aki Maru*, *Yorck*.

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ARRIVED.

Per *Haitan*, from Swatow, Mr., Mrs. and Miss MacHaffie, Mr. Cookson, Mr. and Mrs. Bund, Messrs. Baker, Smith, Watson, Campbell and May.

Per *Minicoota*, from Seattle, etc., Mrs. E. O. Sharpe, Mr. and Mrs. E. E. Violet, Mrs. J. H. Ball, Mr. W. G. Baylie, Miss D. M. Eichels, Mr. and Mrs. W. N. Palouze, Miss E. L. Bunde, Mr. W. N. Crowe, Mr. and Mrs. G. Quince, Mr. and Mrs. S. Shima, Mrs. A. Riggins and child, Miss J. Pilon, Mr. A. S. Ahiyama, Mrs. S. Haroda, Mr. O. Robitaille, Miss E. C. Green, Mr. K. Smithers, Mrs. G. S. Ayer, Miss N. Webster, Mrs. C. Shatto, Mrs. M. E. Dickerson, Miss N. J. Garrow, Mr. J. G. Scott, Mr. F. W. Hanford, Mrs. H. Hanford, Mr. K. F. Takahashi, Mr. A. Riggins, Mr. Pilon, Mrs. F. A. Stuedes and child, Mr. S. Haroda and Mr. K. Yasumoto.

Per *Manchuria*, from San Francisco, Mr. and Mrs. F. Anderson and infant, Mr. and Mrs. D. Barth, Miss E. L. Barth, Miss J. E. Barth, Mr. J. N. Boyd, Mr. B. Cameron, Mr. and Mrs. Casement, Mr. and Mrs. M. E. Charles, Master G. Charles, Miss O. Charles, Mr. and Mrs. A. J. Dibort, Mrs. S. D. Dye, Dr. H. K. Emerson, Mr. and Mrs. J. D. Hart, Mr. F. Hirschheimer, Miss I. Hirschheimer, Miss D. S. Lockwood, Miss E. Lowenstein, Miss Mabel MacDonald, Mr. and Mrs. L. H. Manning, Master Howell Manning, Mr. and Mrs. E. N. Newbourn, Mr. and Mrs. M. S. Newcorn, Miss O'Connell, Mrs. E. A. Orr, Miss E. Orr, Mr. A. T. Paige, Mr. G. P. Orton, Mr. and Mrs. J. E. Saul, and Mr. R. P. Troy; from Manila, Mr. H. W. Adams, Mr. J. Alderson, Mr. H. S. Alexander, Mr. Dean Alvord, Mr. Donald Alvord, Mr. J. Amesky, Miss G. Armstrong, Mr. J. G. Barnett, Mrs. J. A. Barry, Miss J. L. Barry, Mr. E. Borzenko, Mr. W. L. Bromwell, Mr. and Mrs. H. P. Brown, Mr. and Mrs. Geo. Caulkins, Miss Anna B. Carlson, Mrs. D. S. Clinton and infant, Miss H. Clinton and servant, Mr. L. W. Cheong, Mr. D. L. Cobb, Miss L. Coolidge, Mrs. B. C. Crowell, Mr. and Mrs. W. F. Daughton, Mr. and Mrs. B. Diaz, Mr. and Mrs. H. W. Durbarow, Mrs. J. Durham, Miss E. E. Fleming, Mr. H. D. Fisher, Mr. and Mrs. H. Force, Mrs. A. C. Fox, Mrs. K. Fugaw, Miss K. Gleinz, Mrs. John Goodie, Miss Edith Gorley, Mr. H. M. Guinberg, Capt. C. Harlow, Mr. H. Hirano, Mr. J. Howell, Mr. M. Howell, Mr. and Mrs. Wm. H. Hays, Mr. and Mrs. H. W. Jones, Master W. Jones, Paymaster J. F. Kutz, Mr. E. W. Ladd, Dr. and Mrs. H. W. Laughlin, Mrs. W. H. Lewis and child, Mrs. A. Lurch, Mrs. Geo. H. Martin, Miss J. T. Martin, Miss R. McGavin, Mr. J. D. McInerney, Mr. and Mrs. Chas. J. McKeone, Dr. L. R. McKeshan, Mr. A. P. Welch, Mr. E. McOscar, Mrs. C. H. Meeker, and two children, Capt. and Mrs. J. A. More, Mr. and Mrs. C. D. Niroll, Father M. O'Callaghan, Mrs. G. H. Osterhout, Mrs. W. J. Peters, Mr. D. W. Proebstel, Mr. J. Reis, Mr. C. Richardson, Lt. B. F. Robinson, Mrs. R. Roth, Father J. Sanges, Mr. E. Soudres, Mr. E. W. Spalding, Mr. E. H. Thiel, Mr. C. Vibama, Surgeon, Father M. Vivas, Mr. W. E. Walker, Mr. and Mrs. M. White, Mr. J. White, Mr. and Mrs. M. J. Wolf.

DEPARTED.

Per *Zafro*, for Manila, Miss Oma Motokawa, Mr. A. N. Hill, Mr. G. Martinez, Mr. W. T. Crichton, Mr. E. P. Penny, Mr. Vicente Pasquat, Wardmaster J. Grant, Mr. Kanamatsu Modikawa, Mr. J. Van Liew and Rev. Father Raymond Volz.

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ACHILLES, British str., 4,484, L. C. Thompson, 14th April—Shanghai 18th April
 General.—Butterfield & Swire.
CARL DIEBOLD, German str., 774, Ch. Jurgensen, 20th April—Haiphong
 17th April, General.—Johsen & Co.
FEL, Norwegian str., 680, Waglo, 20th
 April.—Nuechwang 11th April, General.
 —Aagaard, Thoreson & Co.
HELEN, German str., 717, J. Jissen, 21st
 April.—Swatow 20th April, General.
 —Johsen & Co.
HATFAY, British str., J. S. Roach, 21st
 April.—Swatow 20th April, General.
 —Douglas, Lapraik & Co.
H.M.S. DESCEUX, British cruiser, 14,600
 16th April.—England.
KAIJI MARU, Japanese str., 2,084, Y. Y.
 Nemanoto, 20th April.—Swatow 19th
 April, General.—Order.
LOCKHEE, German str., 1,037, W. Teuber
 20th April—Singapore 16th April
 Rice and Meal.—Butterfield & Swire.
MANOHUA, American str., 8,750, A.
 Dixon, 20th April—San Francisco
 21st March. Mails and General.—
 Pacific Mail S.S. Co.
MARIE, German str., 1,169, H. S.
 Chalkier, 20th April—Saigon 16th
 April, Rice and Cotton.—Jehson &
 Co.
MINNESOTA, American str., 20,718, T. W.
 Garlick, 21st April—Scottle 11th
 March, General.—Nippon Yusen
 Kaisha.
ONBANG, British str., 21st April—Canton
 20th April—Saigon 16th April, Rice
 and Meal.—Butterfield & Swire.
SILANG, French str., 915, E. de Catalanc
 20th April—Saigon 16th April
 General.—Messageries Maritimes.
TENSHIN MARU, Japanese str., 2,874, T.
 Hori, 19th April—Singapore 11th
 April, General.—Nippon Yusen
 Kaisha.
TRILWONG, Dutch str., 3,081, A. Olden-
 burger, 20th April—Japan 11th April
 —Java-China-Japan Lijn.
USINA MARU, Japanese str., 3,248
 Kamatsu, 20th April—Miike 14th
 April, Coal.—Mitsui Bussan Kaisha

C. AFGAR, British str., for Straits.
CUBONIA, Russian str., for Amoy.
EMPRESS OF INDIA, British str., for S'hai.
FOOKSANG, British str., for Japan.
GERMANIA, German str., for Jaluit.
JINSEN MARU, Jap. str., for Straits.
KOEBER, Austrian str., for S'pore.
KYOTO MARU, Japanese str., for S'pore.
MATHILDE, German str., for Haiphong.
P. WALDEMAN, German str., for Australia.
RYGGA, Norwegian str., for Japan.
TAMON MARU, Japanese str., for Japan.
TJEBBODA, Dutch str., for Batavia.
TRIUMPH, German str., for Canton.
YUENKANG—British str., for Manila.
ZAFIRO, American str., for Manila.

April 21st.

ACHILLES, British str., for Singapore.
C. OF HUEL, British str., for Shanghai.
DAINICHI MARU, Jap. str., for Karatsu.
DALIN MARU, Japanese str., for Swatow.
FRI, Norwegian str., for Canton.
FUEKI MARU, Japanese str., for Japan.
HAIMUN, British str., for Swatow.
HANGSANG, British str., for Shanghai.
LINAN, British str., for Shanghai.
MADURA, British str., for Singapore.
MACSANG, British str., for Shanghai.
PITSANULOK, German str., for Bangkok.
SEXT, German str., for Bangkok.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, BORNEO AND YOKOHAMA	BOERNEO Capt. W. H. S. Hall	About 22nd April. Freight and Passage.
SHANGHAI	ORIENTAL Capt. Valentini	5 P.M. 24th April. Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cookman, R.N.R.	Noon. 27th April. See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. F. E. Andrews, R.N.R.	10 A.M. 1st May. Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

STAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COCKTOON, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA" On 22nd Apr. 4 P.M.
MANILA, Cebu and ILOILO	"KAIFONG" On 23rd Apr. 4 P.M.
SHANGHAI	"CHINHUA" On 25th Apr. 4 P.M.
WUHAIR and TIENTSIN	"HUICHOW" On 26th Apr. 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"KIUKIANG" On 26th Apr. 4 P.M.
SHANGHAI	"ANHUI" On 27th Apr. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SARU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through leaving Hongkong to all Yangtze and Northern China Ports.

Bills of Lading to all Yangtze and Northern China Ports.
REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. Hongkong, 20th April, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STAMERS	TO SAIL
"HAITAN" ...	Capt. J. S. Roach ... TUESDAY, 23rd April, at 11 A.M.
"HAIYANG" ...	Capt. J. W. Evans ... FRIDAY, 26th April, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ... TUESDAY, 30th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart ... WED'DAY, 24th April, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to— DOUGLAS, LARBAIK & Co., GENERAL MANAGERS.

Hongkong, 20th April, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap rates, Hongkong-Trieste, Yenice, \$50 1st, \$25 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for Yokohama and Kobe via SHANGHAI about 26th April.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, KARACHI, ADEN, SUZ, PORT SAID, on 1st May.
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Yenice \$45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 22nd April, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITRONIA ... 24th April.	S.S. O. J. D. AHLERS ... 4th May.
S.S. ANDALUSIA ... 1st May.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BAYERN ... 8th May.	S.S. SACHSEN ... 6th May.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. C. FERD. LARIBZ ... 12th May.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. LITHONIA ... 30th May.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. ARCADIA ... 31st May.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SCANDIA ... 7th June.

For Further Particulars, apply to—

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE—

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE—

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passage and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TAGOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TAGOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$120.00
From Hongkong, Shanghai and Kooling	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed, Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"KAIFO MARU"	WED'DAY, 24th April, at Noon
TAMSHI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 28th April, at Noon
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 1st May, at 10 A.M.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
ORIENTAL ...	5284	May 11	MALWA	11000	June 8	June 14
DEVANHA ...	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 5	July 12
ARCADIA ...	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON \$71.10 SINGLE \$106.14 RETURN.

2nd " 49.8 " 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG		Due LONDON	
	Tonnage	about		about
NAMUR	7000	May 1	June 14	
PALAWAN	5000	May 15	June 29	
BORNEO	5000	May 29	July 13	
SYRIA	7000	June 12	July 27	
NORE	7000	June 26	August 10	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON \$25.0 SINGLE \$22.10 RETURN.

2nd " 13.10 " 11.74 "

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

1086

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	ATSUTA MARU + Capt. J. Nagao	9,000	{ WED'DAY, 24th April, at Daylight.
	HITACHI MARU Capt. T. Yamawaki	7,000	{ WED'DAY, 8th May, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. E. Shimizu	7,000	{ TUESDAY, 23rd April, at Noon.
	SADO MARU Capt. K. Asakawa	7,000	{ TUESDAY, 7th May, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine	6,000	{ FRIDAY, 10th May, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	{ FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. T. Sato	6,000	{ MONDAY, 29th April.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	9,000	{ THURSDAY, 25th April.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	{ WED'DAY, 8th May, at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Y. Tozawa	6,000	{ WED'DAY, 24th April.
KOBE DIRECT			
TAKOW (FORMOSA)			

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only
† Calling at Rotterdam after Antwerp.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

(REGULAR FORTNIGHTLY SERVICE)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"TOTOMI MARU," 4,000 tons, Capt. A. Mocker, Saturday, 4th May.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	From Hongkong
ATSUTA MARU	9,000	J. Nagao	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mural	May 22nd.
KITANO	9,000	F. E. Cope	June 5th.
AWA MARU	7,000	R. Shimizu	April 23rd.
SADO	7,000	K. Asakawa	May 7th.
YOKOHAMA	7,000	N. Noda	May 21st.

For further information, apply to—

WHY WORK ONE HOUR

if the same work can be done
IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.
Hongkong, 19th April, 1912.

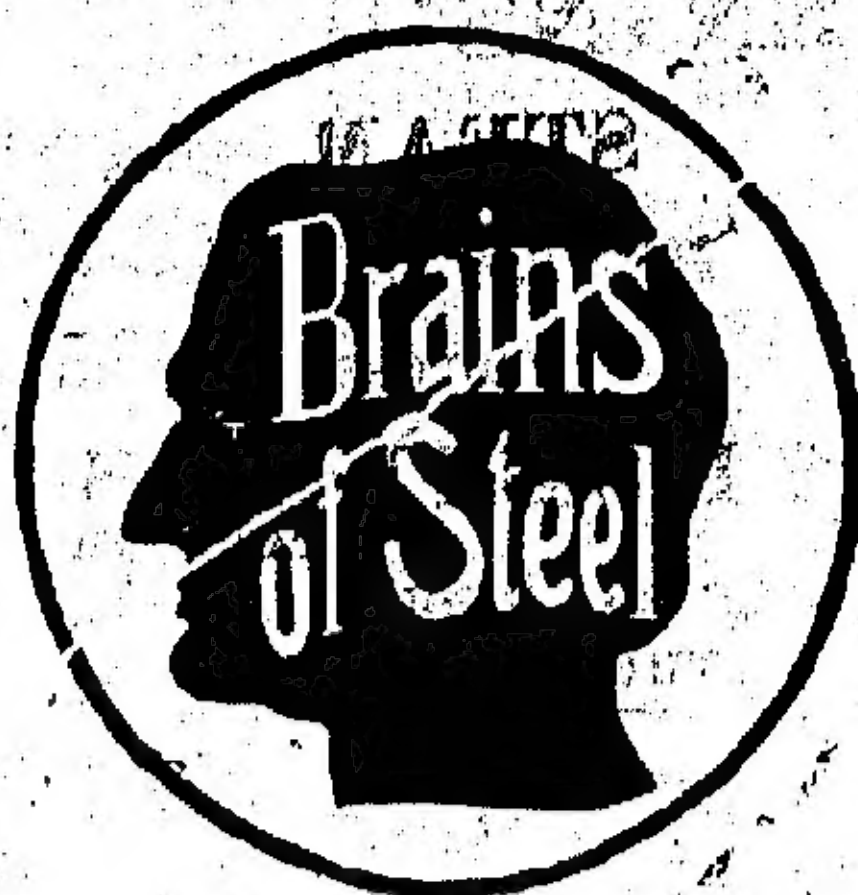


Will be sent for inspection on application.

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.

Hongkong, 9th April, 1912.

[48-15]

**\$220.**

If you buy a
"CONTINENTAL"

Your

PRESENT

TYPEWRITER

will be taken as part-
payment valued to its
condition.

COMMERCIAL

CLOSING QUOTATIONS.

April 20th.

On London—
Telegraphic Transfer 111 1/2
Bank Bills, on demand 111 1/2
Bank Bills, at 30 days' sight 111 1/2
Bank Bills, at 4 months' sight 111 1/2
Credits, at 4 months' sight 2/-
Documentary Bills at months' sight 2 1/2

On Paris—
Bank Bills, on demand 248
Credits, at 4 months' sight 252 1/2
On demand 201 1/2

On New York—
Bank Bills, on demand 47 1/2
Credits, at 60 days' sight 48 1/2

On Shanghai—
Telegraphic Transfer 146 1/2
Bank, on demand 146 1/2

On Calcutta—
Telegraphic Transfer 146 1/2
Bank, on demand 146 1/2

On Hongkong—
Bank, at sight 73
Private, 30 days' sight 73 1/2
On Yokohama—On demand—Pesos—96 1/2

On Manila—On demand—Pesos—96 1/2
On Singapore—On demand 83 1/2
On Batavia—On demand 117 1/2

On Haiphong—On demand 12 1/2 p.m.
On Saigon—On demand 12 1/2 p.m.
On Bangkok—On demand 12 1/2 p.m.

SOVEREIGNS, Bank's Buying Rate \$10.15
GOLD LEAF, 100 fine, per tola \$53.20
BAR SILVER, per oz. 27 1/2

SUBSIDIARY COINS.

Chinese 20 cents pieces \$6.95 discount.
Chinese 10 " \$7.45 "
Hongkong 20 " \$6.47 "
Hongkong 10 " \$7.28 "

MAILS VIA SIBERIA.

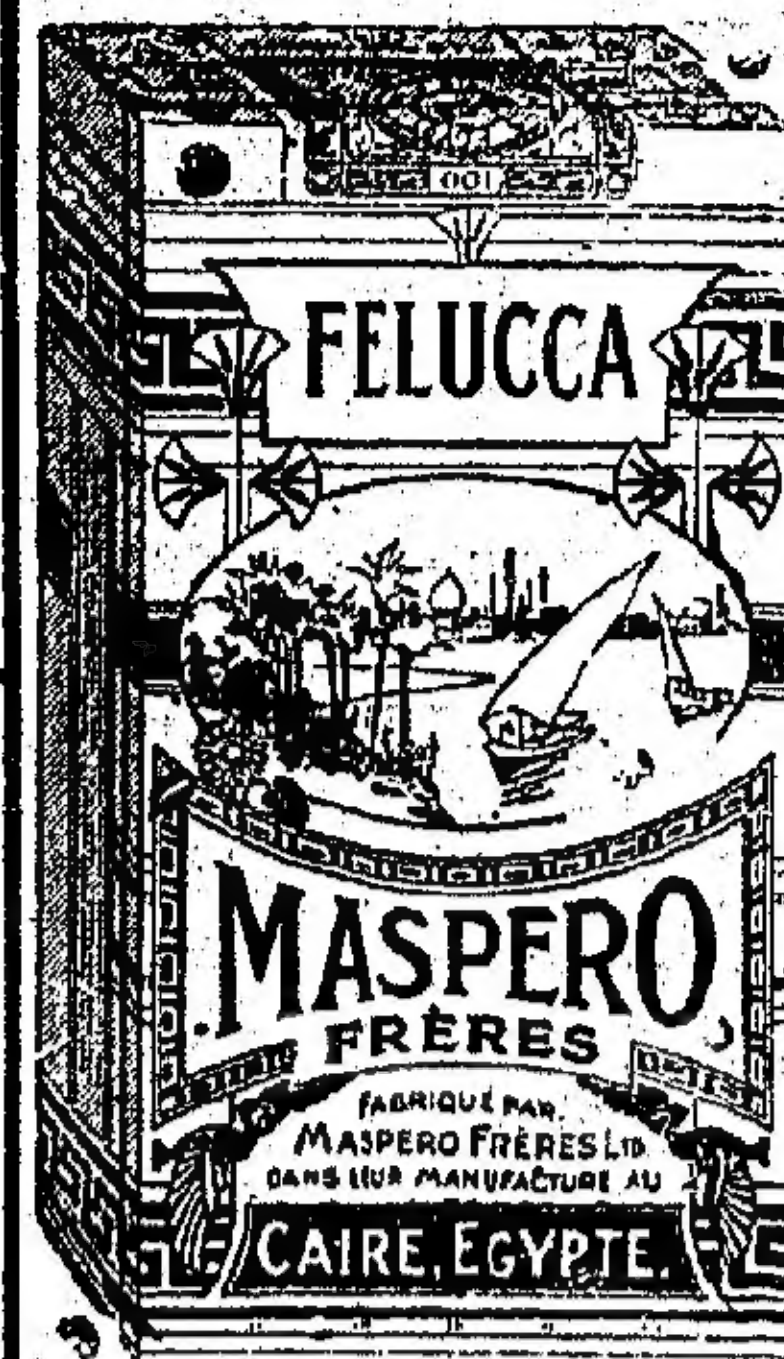
London Due Shanghai
March 30th. April 16th.

SHARE LIST.—QUOTATIONS. HONGKONG, APRIL 20TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$850 L'don 283
China Bankers Company, Limited	60,000	\$12	all	\$104, buyers
China Light and Power Company, Limited.	50,000	\$5	all	\$1.30, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$8, sal. & buy.
Corporation Bank	200,000	\$10	all	
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 89
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/2, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$88
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57 1/2	all	\$48
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$63, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$44, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$25, buyers
Hongkong Hotel Company, Limited	15,000	\$50	all	\$109
Manila Metropolitan Hotel Limited	15,000	Pn. 10	all	\$25
Hongkong Ice Company, Limited	50,000	\$25	all	\$83
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$205, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$131, buyers
China Traders Insurance Co., Limited	24,000	\$35.53	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$340, buyers
North China Insurance Co., Limited	10,000	\$25	\$5	Tls. 145
Union Insurance Society, Limited	12,400	\$250	\$100	\$870
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$104, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 71, sales
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	40/-, sellers
Tongoh Mines, Limited	150,000	\$1	all	72/6
Heavood Tin and Rubber Estate, Ltd.	715,280	2/-	all	5/-
Baub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$43
Peak Tramways Co., Limited	25,000	\$10	all	\$124
Philippine Co., Limited	50,000	\$10	all	\$1.20
75,000	\$10	all	\$5, buyers	
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$104, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$334, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$114
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$273, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	\$70, L'don. bn.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$27. 15s.
Star Ferry Company, Limited	10,000	\$10	all	\$112/-
South China Morning Post, Limited	10,000	\$10	all	\$51, buyers
Steam Laundry Company, Limited	10,000	\$10	\$5	\$119, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$51, sal. & sel.
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, sales
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gandf Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$40
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300
50,000	\$10	all	\$74	
RUBBER.				
Para Rubber in London				4/104 per lb.
Loans.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SYMTH, Share Brokers
TO-DAY.				
3 P.M.—Auction of Crown Land at Inland Lots Nos. 54, 1558, by Public Works Dept.				
3 P.M.—Auction of Crown Land on Hillside above Teat Tze Mui Village, by Public Works Dept.				
3 P.M.—Auction of Crown Land at Shauiwan Road, by Public Works Dept.				
3 P.M.—Auction of Crown Land at Tai Po Kan, by Public Works Dept.				
FORTHCOMING EVENTS.				
Tuesday, 23rd April—Thirtieth Ordinary Yearly Meeting of Union Insurance Society of Canton, Ltd., Noon.				
Tuesday, 23rd April—Forty-Sixth Ordinary Yearly Meeting of China Traders Insurance Co., Ltd., 12.30 P.M.				
Saturday, 27th April—Half-Yearly Meeting of Hongkong Jockey Club, 12.0 P.M.				
Saturday, 27th April—The Great Raymond at the Theatre Royal, 8 P.M.				
Monday, 29th April—Extraordinary General Meeting of The Hongkong and Whampoa Dock Co., Ltd., Noon.				

Boulton Rouge and Felucca

EGYPTIAN CIGARETTES



A LUXURY TO THE MAN OF TASTE.



TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Hupeh, Hunan and Tchengueh.

The Yarra, with the French Mail, left Saigon on Friday, the 19th instant, at 2 p.m. and
may be expected here to-day.

The Oriental with the English Mail, left Singapore on Friday, the 19th instant, at
4 p.m., and may be expected here on Wednesday, the 24th instant, at 7 a.m. This packet
brings parcel mails closed in London for despatch by the all sea route on the 31st March
and for despatch overland on the 27th March.

FOR	PER	DATE
Holow, Tonnans and Quinhon	Holow	Monday, 22nd, 9.00 A.M.
Japan via Kobe	Tenjin Maru	Monday, 22nd, 11.00 A.M.
Macao	Sui Tai	Monday, 22nd, 1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	Changsha	Monday, 22nd, 3.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN via KORE (EUROPE via SIBERIA)	Yarra	Monday, 22nd, 4.00 P.M.
Haiphong and Pakhoi	Carl Diederichsen	Tuesday, 23rd, 9.00 A.M.
Shanghai, North China, Japan via Kobe, Shanghai, North China, Japan via Moji, Victoria B.C., and United States via Seattle	Kutsang	Tuesday, 23rd, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Ata Maru	Tuesday, 23rd, 10.00 A.M.
Haiphong and Pakhoi	Haitan	Tuesday, 23rd, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, via SIBERIA)	China	Tuesday, 23rd, 10.00 A.M.
SAIGON, STRAITS, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via BRINDISI Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail	Polynesian	Tuesday, 23rd, 10.00 A.M.
Late Letters 11.00 A.M. to NOON Extra Postage 10 cents		Tuesday, 23rd, 10.00 A.M.
Philippine Islands	Kaifong	Tuesday, 23rd, 3.00 P.M.
Straits and Ceylon	Atsuta Maru	Tuesday, 23rd, 5.00 P.M.
Fort Bayard Haiphong and Pakhoi	St. Kiang	Wednesday, 24th, 8.00 A.M.
Swatow	Haimun	Wednesday, 24th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Kaifong	Wednesday, 24th, 11.00 A.M.
Weihaeiwei and Tientsin	Cheongshing	Wednesday, 24th, Noon
Shanghai and North China	Oriental	Wednesday, 24th, 4.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Kwongkong	Thursday, 25th, 11.00 A.M.
Shanghai and North China	Chinhuo	Thursday, 25th, 3.00 P.M.
Swatow, Amoy, Formosa and Foochow	Haiyang	Friday, 26th, 10.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Tyiwong	Friday, 26th, 11.00 A.M.
Weihaeiwei and Tientsin	Huichow	Friday, 26th, 3.00 P.M.
Tientsin and Chefoo	Kuikiang	Friday, 26th, 3.00 P.M.
STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via BRINDISI (Late Letters 11.00 A.M. to NOON, Extra Postage 10 cents)	Assaye	Saturday, 27th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		Saturday, 27th, 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Saturday, 27th, 11.00 A.M.
The Parcel mail will be closed on Friday, the 26th instant, at 5 P.M.		Saturday, 27th, 11.00 A.M.

"Worth having"



GANDF, PRICE & CO., LTD.
PROPRIETORS.
D.&J.MCALLUM, EDINBURGH.

MOST LAMPS LOOK ALIKE

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"OSRAM."

The lamp which has earned universal golden opinion and is an
easy first for—Economy and Long Life.

GREAT REDUCTION IN PRICE

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